

# Colgate & Co.'s VIORIS

take them to the protection of their own warships or the Americans.

## MOHICAN OFF FOR HONOLULU.

San Francisco, June 6.—The orders for the Mohican to sail for Honolulu came unexpectedly on Saturday night. She was then at Mare Island, and the marine guard was taken from the Pensacola and transferred to the Mohican, which early this morning came down and anchored near the Monterey. A few stores and a large quantity of mail were put aboard. At 1:15 o'clock she weighed anchor. As she passed out the Golden Gate the ship of war was saluted by all the steam vessels in the bay. As there is no regular line of steamers between this city and Honolulu, the Monterey and Mohican will take the entire mail now here and addressed to the Hawaiian Islands. The next mail will go in six days on the Moano. The coast-defense vessel Monterey and collier Brutus, which will probably get away early tomorrow morning, will go to Honolulu at a uniform speed of about ten knots an hour. At this rate it will take them nine days to cover the distance. Going at the rate of ten knots an hour, the Monterey has enough coal aboard to take her to Honolulu, but if forced to a higher rate of speed the consumption of coal would be so great that the supply would be burned up in six days, or twenty-four hours before her destination could be reached. After arriving at Honolulu the Monterey will be re-coaled, and will then start for Manila in tow of the Brutus.

## FIGHTING IN THE PHILIPPINES.

Hong Kong, June 6.—The British gunboat Swift, which has just arrived from Manila, reports that the insurgents have cut the railways outside the town and advanced to within four miles of the city.

A Spanish regiment mutinied and shot its officers.

Fighting between the insurgents and the Spanish troops is frequent, and the former brought a thousand prisoners to Cavite. The Americans, it is reported at Manila, assist the insurgents with boats and machine guns.

The Swift repeats a rumor that the insurgents had captured and tortured a number of priests.

The British residents, at the time the Swift left, still remained in Manila, but the other foreigners were taking refuge on the foreign shipping.

## MORE TROOPS FOR THE PHILIPPINES.

Washington, June 6.—Adjutant-General Corbin was informed to-day that nine hundred well-seasoned troops, thoroughly equipped, left Fort McPherson, Georgia, last night for San Francisco, where they will be utilized in filling out the 15th and 23d regiments of infantry to their maximum strength. These troops are expected to arrive at San Francisco on Thursday morning, in ample time to accompany the regiments to which they are assigned to the Philippines.

## MANILA TROOPS PAID IN ADVANCE.

San Francisco, June 6.—To-day was pay day at Camp Merritt. About \$80,000 was disbursed among the Regulars. The money paid to the men to-day represents two months' pay, one in advance, which the Government last week decided to give all troops who were about to depart for Manila. It is expected that the Pennsylvania, Colorado and other volunteer organizations, which are to start for the Philippines this week, will receive the money due them tomorrow.

The steamer Zealandia will be the first of the second fleet of transports ready for sea. The work of placing stores aboard her, which began yesterday, was almost completed this evening, and little remains to be done now before troops can be sent on board. It is expected the first detachment of soldiers will embark some time Wednesday. The vessel has been thoroughly inspected and pronounced to be in first-class condition.

The alterations being made for the accommodation of the soldiers will be finished on the China and Colon by to-night, and tomorrow the work of loading the stores will be taken up. It is now reported that these vessels cannot sail before the end of this week, and even next week is mentioned as the most probable time for the start. It has not been officially given out as yet what troops will go on the second expedition.

The steamer Centennial is being thoroughly examined by the Inspector of hulls and boilers, who will probably make his report tomorrow. Army officers do not like her condition at all. The vessel cannot sail as she is and is a healthy troopship, and the Army officers have recommended several radical changes.

## FORMER REVOLTS IN THE ISLANDS.

Uprisings of the people of the Philippines against Spanish misrule have been intermittent for many years. Five thousand insurgents were killed in the revolt of 1876. Six years later several thousand more lost their lives in an attempt to gain freedom, and six hundred of their leaders were either beheaded or shot at Cavite as a warning to the natives. Malays and Chinese in the islands formed in 1896 the order of Katipunan. The ceremony of initiation was performed by making a gash in the member's left arm, who then crossed himself, daubed his mouth with the blood, and swore to kill at least one Spaniard every six months. The Spaniards soon discovered the plot, imprisoned many persons, and, after trials lasting from twenty to thirty minutes, forty-seven hundred were convicted and shot. On the outskirts of Manila eight hundred were executed, and as many as seventy-five were shot in one day.

The present rebellion, in which Aguinaldo took a prominent part, began last June. It was supposed to have been quelled in January, when one hundred of the rebels were shot in the suburbs of Manila. Aguinaldo was transported to Singapore. Soon afterward the rebellion broke out again. Aguinaldo remained at Singapore until the probability of hostilities between this country and Spain, when he and other insurgent leaders went to Hong Kong to join the American fleet at that port. Admiral Dewey, when he started for Manila, took Aguinaldo with him on the Olympia and landed him on the island of Luzon, some distance to the north of the city. A large quantity of ammunition for the insurgents was put ashore at the same time. The Spanish troops on the islands are said to number 10,000. Last fall there were reported to be about 40,000 insurgents, 5,000 of them well armed. Their mode of warfare is the same as that of the Cubans.

## ST. LUKE'S TO HAVE A SOLDIERS' WARD.

When the trustees of St. Luke's Hospital met at the hospital yesterday afternoon, the Board approved of the action of the Executive Committee in setting aside a ward in the institution for the exclusive use during the war of the soldiers and sailors who may need medical or surgical aid. Letters were read from the Surgeon-General of the Navy and the Surgeon-General of the Army accepting the offer and thanking the hospital for making it.

## NEWS FROM CUBA'S CAPITAL.

### SPANIARDS HOPE TO REPEL INVASION OF AMERICAN FORCES.

(Copyright, 1898, The Associated Press.) Havana, May 25, via Vera Cruz, Mexico, May 20.—The news of the arrival at Santiago de Cuba of what is known here as the First Division of the Spanish fleet has considerably lightened the hearts of the Spaniards, and the news has been received with great rejoicing.

The feeling of satisfaction is all the more intense as it is hoped the Spanish warships will soon enter the harbor of Havana, after which, uniting with the Second Division of the fleet, under Admiral Camara, it is believed the naval forces of Spain will attempt to strike a decisive blow at some part of the United States. At least this is the view of the situation taken by the Spanish authorities here.

Havana, and the rest of the island of Cuba, so far as heard from, is officially pronounced to be entirely quiet. No riots or other disturbances are reported, and the inhabitants profess themselves to be longing for an encounter with the forces of the United States. Preparations for defense are being pushed night and day, and work is going on without ceasing on the fortifications all over the island.

The Spanish officials here assert that if 50,000 men were needed to attack Havana by land and sea when the war began at least 100,000 men will be required to attack the Cuban capital now. In view of the new and strengthened fortifications, and also because the so-called "cultivation zone" has been extended to Rincon, Calabaraz and Bejugal, which are inside of the line of defenses now. This increase in the cultivated area about Havana will, it is asserted, provide the inhabitants with food for a long time to come.

### BUSINESS AT A STANDSTILL.

There are hardly any business transactions, and the city looks very lonesome, as there are so few people on the streets. The families remain at home, except when the sound of a gun fired from one of the forts causes the people to rush to the windows or into the streets. If several shots are fired thousands rush to the wharves, and to San Lazaro-ave. to see if the American fleet is approaching.

Although the streets are almost deserted, certain points of vantage are occupied by groups of people from early morning until late at night. This is particularly the case with La Punta, which is generally crowded from daybreak until dark.

The Spaniards comment continually upon the tactics of the American fleet, and, naturally, they are very severe in their criticisms, for they do not understand the method of warfare adopted. Many of them go so far as to say the United States is not prepared for war, that no plans have been decided upon, and that the authorities at Washington are not serious in the steps taken.

The Spaniards are rejoicing greatly at the reported small amount of damage done by the American bombardments, and they also pretend to be happy over the seeming delay which, they assert, is giving Spain the opportunity to prepare to make a more vigorous defense than she could otherwise have done. Indeed, the Spanish military and naval authorities are beginning to nurse the belief that the naval and military power of the United States has been exaggerated by the newspapers, and that Spain is showing herself able to fight such a giant as the United States. This makes all classes of Spaniards here more warlike and more enthusiastic in making sacrifices in the work of defense, which, under other circumstances, would not have been the case.

### INACTIVITY OF INSURGENTS.

No encounters between the Spanish troops and the insurgents have been announced recently, and the official reports only refer to insignificant skirmishes, in which the Spaniards, of course, were victorious.

Railroad communication between the Province of Santa Clara and the provinces of Matanzas and Havana has been interrupted several times, and the trains are sometimes twenty-four hours overdue, on account of the blowing up of culverts by the insurgents. Twice within the last ten days culverts have been destroyed with dynamite, in one case near Minas, six miles from Havana, and in the other case near Guines.

The telegraph lines are working well, and the insurgents in this province are giving few signs of life. In fact, were it not that the city is blockaded people would hardly know that war was in progress. This inactivity of the insurgents, in view of the concentration of the Spanish troops in the coast towns, cannot be accounted for by the Spanish commanders.

The main point of interest here at present is as to when and where the American troops will try to land in Cuba. The Spaniards seem confident of being able to repel any invasion.

Provisions are becoming more scarce in Havana, and the prices of all articles of food are doubling, though very many families have left Havana, and large numbers of houses are to let. Everybody seems to be trying to reduce expenses, giving up their houses or apartments, and moving into single rooms. To such an extent has this been carried on that now you often find ten or twelve persons in a single room.

In spite of this the rents of houses have increased, especially in the case of the smaller houses. Nearly all the houses about the bay and along the seashore, from La Punta to San Lazaro, and the suburbs of Volcan and Carmelo are unoccupied, their former occupants having moved to El Cerro, Jesus del Monte and to the outskirts of the city, being in fear of the bombardment of Havana by the American fleet.

### A STATE OF SEMI-DARKNESS.

There is still considerable coal in Havana. The gas company is using very little coal at present, as only the absolutely necessary lights are used. Therefore, only about one-quarter of the number of street lamps are in use. All the stores and business houses are without gaslight, and the state of semi-darkness into which the streets are thrown gives Havana quite a weird appearance at night; but it saves coal.

The number of unemployed people increases every day. Thousands of laborers of all classes are without employment. The commercial houses have been compelled to reduce wages 50 per cent, as a rule, and many of them are not paying any wages at all, but are giving clean clothes and food to their employees as the price of their labor. The Spanish officials have discovered in the house of the English nurse, Sister Mary Wilberforce, who attended the sick and wounded survivors of the United States battleship Maine in the hospitals, a considerable quantity of American rifles and cartridges. Because, it is alleged, she did not notify the authorities of the existence of these provisions, Sister Mary has been ordered by the Military Governor to leave Havana for England at the first opportunity.

Sister Mary, it appears, has also offended the Spanish authorities in presenting herself at the Palace in order to befriend, if possible, two American newspaper correspondents who were being kept in custody here. But she was unable to see Captain-General Blanco or any other person in authority, and was informed by an adjutant of General Solano that the prisoners were well cared for and that there was no necessity for her to remain here. But she was unable to be requested not to interfere in such matters in future.

The enthusiasm of the volunteers is highly commended. They are doing duty day and night, not only without pay, but supporting themselves into the bargain. Thousands of additional volunteers are said to have been enrolled in different parts of the island, and the Spaniards say they could get as many more if they had arms to distribute to them. All the stores of arms belonging to the Government have been exhausted.

### MORE MEN MAY LEAVE CHICKAMAUGA.

Chattanooga, Tenn., June 6 (Special).—To-night the Southern Railway cancelled a contract to carry the annual picnic of the Chattanooga Grocers' Association, which was advertised for to-morrow.

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## SINKING OF THE MERRIMAC.

### STORY OF HER COMMANDER.

TELLS HOW THE PLAN WAS DEVISED AND CARRIED OUT BY HOBSON.

(BY TELEGRAPH TO THE TRIBUNE.)

Key West, Fla., June 6.—Commander James M. Miller, who was in command of the collier Merrimac, which now lies in the channel of the harbor of Santiago de Cuba, arrived here this afternoon on the auxiliary gunboat Mayflower, which brought Admiral Sampson's official report of the engagement in Santiago. Before telling The Tribune's correspondent the story of Hobson's exploit, he requested that a denial be made of the report that Constructor Hobson had spoken disrespectfully to Admiral Sampson after he had been ordered back from his first attempt to enter the harbor.

"When Admiral Sampson felt sure that Cervera's fleet was inside the harbor," Commander Miller said, "he determined that it should not be permitted to escape. Owing to the narrowness of the channel and the excellence of the fortifications with which the entrance is defended, it was apparent that we could not enter to engage the enemy. Likewise, the Admiral knew that Cervera was far too able an officer to attempt to run out and encounter our fleet. The only thing possible then was to bottle him up in such a way that he could not escape, and leave a part of our fleet to use in other places if necessary."

"The only feasible plan was to sink hulks across the channel. Not having any hulks available, the Admiral decided to sacrifice the Merrimac, and he called upon Assistant Naval Constructor Richmond P. Hobson to devise the plan. Hobson soon arranged all the details, and submitted them to Admiral Sampson, who gave them his approval. Word that the Merrimac was to be run past the forts and sunk spread through the fleet, and instantly there was a general clamor for places in the expedition. "It is no exaggeration for me to say that nearly every enlisted man and every officer in the fleet volunteered his services, though every man knew that his chances of escaping alive were almost infinitesimal."

### HOW THE MEN WERE CHOSEN.

"For such a perilous undertaking it was decided not to permit more than a bare sufficiency of men to go with the fated ship. Announcement was made that only Lieutenant Hobson and seven men would be selected. As commander of the Merrimac it devolved on me to choose some of these men on account of their knowledge of the vessel, and I selected Coxswain Deignan, the best helmsman of the Merrimac; Machinist Phillips and Water Tender Kelly. All of these men I knew to be most competent. The other four were taken from various vessels in the fleet by the Admiral himself."

"Originally it was planned to sink the Merrimac on the night of June 2, but later it was decided to do it the following night. I remained on the ship until just before she left her moorings at 2 o'clock on Friday morning. Everything had been made ready for the exploit. Ten Whitehead torpedoes had been placed aboard, and all the freight ports and ventilators had been opened, so that no time would be lost in accomplishing the feat."

"When the hour for the start came the Merrimac was started, with all her lights out, for the harbor. She made her way rapidly and without molestation until she passed the Morro. Then we, on the flagship, saw a flash from a gun. The Merrimac had been seen by a gun. Watchers at the fort, and the gun was a signal to the other forts. Instantly a shower of shot and shell was directed at the ship as she sped along on her way."

"Every gun in the harbor defenses seemed to be firing at her, for the intervals between the flashes were so short that it seemed to us that they were almost continuous. We could not hear the reports on the flagship, so we inferred that no large guns were used. It was so dark that we could hardly make out the Merrimac as she moved along, but occasionally an extra bright flash would show her to us. Finally she passed entirely out of sight."

### WHERE THE VESSEL LIES.

"I should have said that the spot where she was to be sunk had been previously selected. The channel at this point bends toward the westward, and it is there just 400 feet wide. When the Merrimac reached that point Lieutenant Hobson ordered her engines stopped and immediately cast anchor. As the tide swung her around he let go another anchor, so that the vessel lay almost directly athwart the channel."

"For the next few minutes the eight men on the ship had a busy time of it. Presuming that Hobson's plans were carried out, they first opened all the sea-cocks and then the Kingston and injection valves, which are 13 inches in diameter. These alone would have sunk the ship in a short time, but Lieutenant Hobson's plan was to so wreck her that she could not be raised."

The ten torpedoes were slipped overboard and down to a point about ten feet below the waterline. These torpedoes had been electrically connected, so that they could be fired from the life raft on which all hands embarked when the other parts of the job had been accomplished. The circuit was then completed and the torpedoes were exploded, tearing out the transverse bulkheads, so that the vessel could be removed from the channel only by the employment of better methods than the Spaniards have available."

"When the ship was blown up the life-raft was put off in an effort to return to the fleet, but she was captured by several boats from shore, and all hands were made prisoners. Two of them, I learned later, were slightly wounded, but I do not know in what manner."

"The passage of the forts by the Merrimac and the destruction of the vessel in the face of a furious cannonade is, I think, one of the most valorous exploits ever performed in any war. None of the men who volunteered expected to come out alive, and their escape is almost miraculous."

"Lieutenant Oviedo, Cervera's chief of staff, called on the Admiral Friday afternoon and expressed appreciation of the valor manifested by the American sailors. He told us that they would be confined in Morro Castle, and that everything possible would be done to make their imprisonment as comfortable as possible."

### TO PREVENT MERRIMAC'S REMOVAL.

On Board the Associated Press Dispatch Boat Dauntless, off Santiago de Cuba, June 5, via Kingston, Jamaica, June 6, 10 a. m.—Admiral Sampson is determined not to allow the Spaniards to remove the Merrimac from the spot where she lies. On Saturday it was reported that they were working at the hull, and the American fleet formed in line of battle, with orders to bombard. It turned out that the Spaniards were so engaged and the fleet withdrew.

## SPANIARD AT FORT MONROE.

### PRISONER WHO CAME NORTH ON THE CINCINNATI—AN OFFICER OF HIGH RANK.

(BY TELEGRAPH TO THE TRIBUNE.) Newport News, Va., June 6.—The Spanish officer of high rank who was brought up from Key West on the United States cruiser Cincinnati, Captain Chester, was transferred to a cell in Fort Monroe, where he will be confined until circumstances make it necessary for him to be tried or exchanged, or the termination of the war gives him his liberty.

The Tribune stated last week that the Cincinnati brought a prisoner of unusual importance from Key West, but at that time it was impossible to learn anything definite about his rank or what disposition would be made of him. Captain Chester guarded his prisoner closely on the Cincinnati, and would permit no one to engage him in conversation.

The Navy Department knew it had an important prisoner in the Spanish officer, and determined that no news about his identity should be let out. The Cincinnati arrived in Hampton Roads last Thursday, and proceeded directly to the Navy Yard without stopping at Old Point, hence the prisoner was not transferred to the fort in strict accordance with the instructions received.

It was at first intended to bring the officer over from the cruiser on Saturday, but for some reason unknown this was not done, and it was said that Sunday was selected as the time. A crowd gathered at the wharf yesterday at noon when the steamer Hampton Roads came in, expecting to see him, but he did not appear. This morning, however, it came officially from Norfolk that preparations were making for the transfer of the prisoner, and when the steamer Hampton Roads arrived at Old Point (at 12:30 o'clock) another large crowd gathered on the pier.

The Spaniard walked down the gangway between an officer of the United States Marine Corps and a marine, who carried his rifle over his right shoulder. The trio marched rapidly across the pier to the street, and headed in the direction of the fort, passing the Chamberlain and Hygeia hotels.

The first prisoner of war to cross Virginia's soil in this war walked with head erect, shoulders thrown back and presenting a dignified front, which plainly bespoke an officer of no small rank. He was attired in plain black cotton dress, and wore a slouch hat crushed in military style. His eyes are sharp, and his glance is piercing. On entering the fort the marine officer reported to headquarters, where he was relieved of his prisoner.

The Spaniard, under military escort, was then marched to a cell in the military prison, adjoining the officers' club, where he remains in confinement. It was at first reported that the Spaniard was placed in the cell occupied by the prisoner of war, but that is erroneous. What will be done with the officer cannot be learned. Lieutenant-Colonel Hasbrouck, commandant at the fort, does not know. He has orders to guard the prisoner of war closely until further orders are received. The officer who was brought up from Key West, connected with the Spanish Legion, shortly before the declaration of war, and left New York on the Panama for Cuba, where he had been assigned by his government to command the capture of the Panama, of course, made him a prisoner.

It is stated at Fort Monroe that the Government is in possession of evidence which establishes the fact that the prisoner is a General in the Spanish Army, and one of high standing. What he is no one will ever know from his own lips. He is reticent, and will not even concede to answer questions put to him. It is believed that his response is due to the fact that he does not want his captors to know the importance of their capture, and the reliance of the Government officials is due to the fact that they do not want Spain to know that they have one of her highest officers at Fort Monroe is to be made one of the principal military prisoners, and in short order other prisoners of war will be sent there for confinement.

## SUCCESSFUL TRIP OF SUBMARINE BOAT.

Baltimore, June 6 (Special).—The submarine boat Argonaut has just completed a long-distance run under and on the waters of Chesapeake Bay, between Baltimore and Norfolk, Va., and Simon Lake, the inventor of the mechanism of the peculiar craft, returned here to-day delighted with the success of his boat.

"In the course of the trip of two hundred miles," said Mr. Lake, "we made various experiments to demonstrate the practicability of our system of submarine navigation. The whole trip was made with our own power. The Argonaut was handled easily either on or under the surface, or when running on the bottom, and we proved that the boat was perfectly seaworthy. At one place we struck a bank of sand on the bottom which appeared like a hill of shelled corn. The roller wheel would not work satisfactorily over it, as it buried, but we found that this was overcome easily by working the propeller, which drove the Argonaut over it with ease."

"On hard bottom, where the water was comparatively clear, the door was opened, and it was a beautiful sight to see the bottom through the opening, and the crabs and small fish scattering as we approached them. We discovered that we could see further under the surface at night with our electric lights than in the daytime. The greatest difficulty was to conduct the task of examining vessels suitable for Government use. For this purpose Captain Frederick Rodgers, who was at the head of the Naval Auxiliary Board for two months and was recently detached, has been ordered to resume his former place. He will preside over the work of the Board, as he did formerly. The Board yesterday examined, under the direction of Lieutenant-Commander Kelley, the yachts Augustus and Selinda. The former was built by J. B. Hershoff, who paid a visit to the office of the Board yesterday. The Augustus is said to have great speed. The Selinda is owned by Alfred W. Booth. She is 98 feet long, 17.5 feet beam, 5.9 feet deep, and was built in 1877."

The Government has concluded the purchase of six yachts and five tugs from the lists submitted by the Naval Auxiliary Board to the Navy Department last week. These are all that are deemed absolutely necessary at present, and they will be ready for use in about a fortnight. They will be manned by naval militia. The Huntress and the Stranger are two of the yachts.

The work of mustering in the Connecticut Naval Militia at Niantic will begin to-day. Commander Wells L. Field will have charge of the examinations, which will take a week. Commander Charles Belknap, formerly of the Annapolis Academy, will have charge of the examination of the New-York men on the New-Hampshire.

The harbor patrol yachts Hist and Allen have been detached from the command of Commander Field, of the Third Light Guard District, and ordered south to join Admiral Sampson's squadron. Lieutenant Lucian Young, of Kentucky, is to command the Hist, which has been in Newport Harbor. Lieutenant Arthur Dodd commands the Allen, which has been at the Narrows. The Free Lance will take her place.

The fishing-boat A. W. Foster was inspected by Major Summerhayes yesterday for use as a transport for the crew of the Connecticut. The boat is a small schooner, and is well adapted for the purpose.

Rear-Admiral Erben was busy with the details of the mustering in of the Naval Militia yesterday, and will accept them of their new duties as soon as they enter the service.

## THE PANAMA WORTH \$300,000.

### SO SAYS MR. CEBALLOS WHO MAY PURCHASE THE PRIZE-PASSENGERS MUST LEAVE THE SHIP AT ONCE.

The prize steamer Panama is still at the Mallory Line pier, East River. None of the crew have left the steamer, and only four of the passengers have so far found friends to whom they can go for shelter. Commander Winn, who is in charge of the steamer, has decided that the twenty passengers still on board must at once leave the vessel, and if they do not leave on their own accord this morning he will put them ashore this afternoon. The United States Government is at present paying the expenses of these passengers, and Commander Winn feels that it is not necessary for the Government to maintain them longer. The crew members of the crew will be taken off on Friday by J. M. Ceballos, agent of the Spanish Line, who will arrange for their transportation to Spain. Commander Winn has not as yet advertised the sale of the cargo, nor has he arranged for the unloading of the cargo. He said yesterday that he might have the cargo unloaded on Wednesday, but he would not advertise the sale of the vessel until after that part of the cargo which had been confiscated had been sold. As yet the prize commission is in complete ignorance as to the make-up of the cargo of the steamer, as the hatches have not yet been raised.

Mr. Ceballos visited the steamer yesterday, and while there said that he had not yet received ad-

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thirty-two men on strike. These passers, together with the officers and men of the American liner Paris, now the Yale, passed into the Government service under what is known as mercantile enlistment—that is, they were practically leased with their ship to the Government by the American Line for one year, and agreed not to demand any wages under that time, with the understanding that they would be paid in full at the expiration of the year, if not before, on being discharged. The Yale is still coaling.

THE MACKENZIE ALMOST READY.

Washington, June 6.—Chief Hitchcock of the Naval Construction Bureau is back from a visit to the shipyards at Philadelphia, where he inspected the new torpedo-boat Mackenzie, and was gratified to find this serviceable destroyer so far advanced that she will receive her first speed trial to-morrow and be ready for service within one week. The Mackenzie is one of the high-grade, high-speed torpedo-boats designed about a year ago. She is a type midway between the diminutive Stiletto, Talbot and Gwyn and the big torpedo-boats Foote, Rodgers and Farragut. She has a displacement of 45 tons, is built of steel, with an indicated horse-power of 850, single screw, and has two torpedo tubes. She is being built at Charles Hillman's works at Philadelphia. The trial to-morrow will be what is known as the builder's trial, and after that the Government will make its trial, which, if satisfactory, will lead to her speedy acceptance.

ORDERS TO NAVAL OFFICERS.

Washington, June 6.—Lieutenant F. E. Webb has been ordered to the Celtic; Lieutenant Francis R. Wall to the Brutus; Lieutenant A. D. Lathrop to the Niagara; Lieutenant J. J. Igoe to the Celtic; Lieutenant J. H. Porter to the Fern, and Lieutenant J. A. Patens to the Celtic.

THE CATANIA FOR A TRANSPORT.

Washington, June 6.—Assistant Secretary McKeljohn has made arrangements for the charter of the steamship Catania, owned by the Tweedie Trading Company. The ship will be utilized for transport purposes in the West Indian campaign. The vessel is 315 feet in length and will accommodate about one thousand men.

INSTRUCTIONS HAVE BEEN GIVEN BY THE ASSISTANT SECRETARY FOR THE THOROUGH INSPECTION OF THE FOUR SPANISH PRIZES TAKEN BY AMERICAN WARSHIPS, WHICH IT IS INTENDED TO USE AS TRANSPORTS IF THEY ARE SUITABLE IN ALL RESPECTS.

MORE YACHTS AND TUGS PURCHASED.

CAPTAIN RODGERS RECALLED TO PRESIDE OVER THE WORK OF THE AUXILIARY BOARD.

Owing to the amount of work found necessary to be attended to by Rear-Admiral Erben in providing for the coast defenses, he has been compelled to secure most assistance to conduct the task of examining vessels suitable for Government use. For this purpose Captain Frederick Rodgers, who was at the head of the Naval Auxiliary Board for two months and was recently detached, has been ordered to resume his former place. He will preside over the work of the Board, as he did formerly. The Board yesterday examined, under the direction of Lieutenant-Commander Kelley, the yachts Augustus and Selinda. The former was built by J. B. Hershoff, who paid a visit to the office of the Board yesterday. The Augustus is said to have great speed. The Selinda is owned by Alfred W. Booth. She is 98 feet long, 17.5 feet beam, 5.9 feet deep, and was built in 1877.

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Rear-Admiral Erben was busy with the details of the mustering in of the Naval Militia yesterday, and will accept them of their new duties as soon as they enter the service.

THE PANAMA WORTH \$300,000.

SO SAYS MR. CEBALLOS WHO MAY PURCHASE THE PRIZE-PASSENGERS MUST LEAVE THE SHIP AT ONCE.

The prize steamer Panama is still at the Mallory Line pier, East River. None of the crew have left the steamer, and only four of the passengers have so far found friends to whom they can go for shelter. Commander Winn, who is in charge of the steamer, has decided that the twenty passengers still on board must at once leave the vessel, and if they do not leave on their own accord this morning he will put them ashore this afternoon. The United States Government is at present paying the expenses of these passengers, and Commander Winn feels that it is not necessary for the Government to maintain them longer. The crew members of the crew will be taken off on Friday by J. M. Ceballos, agent of the Spanish Line, who will arrange for their transportation to Spain. Commander Winn has not as yet advertised the sale of the cargo, nor has he arranged for the unloading of the cargo. He said yesterday that he might have the cargo unloaded on Wednesday, but he would not advertise the sale of the vessel until after that part of the cargo which had been confiscated had been sold. As yet the prize commission is in complete ignorance as to the make-up of the cargo of the steamer, as the hatches have not yet been raised.

Mr. Ceballos visited the steamer yesterday, and while there said that he had not yet received ad-

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NAVAL RESERVES ARRIVE AT NANTIC.

Camp Haven, Niantic, Conn., June 6 (Special).—The Connecticut Naval Reserve in two divisions, under command of Edward G. Buckland, of New Haven,